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Hongkong, April 4, 1885.

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Hongkong, January 23, 1884.

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Insurances.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.

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Hongkong, July 25, 1872. 496

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Hongkong, November 5, 1883. 365

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THE Undersigned are prepared to accept Risks on First-Class Godowns at 2 per cent. not premium per annum.

NORTON & CO., Agents.

Hongkong, May 19, 1881. 932

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Hongkong, January 1, 1882. 14

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ARNHOLD, KARBERG & CO., Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 100

10-day's Advertisements.

CHINA SUGAR REFINING COMPANY, LTD.

COVENTRY LOAN 1880.

COUPONS for INTEREST falling due on 30th June, 1885, will be Paid on Presentation at the Office of the HONGKONG & SHANGHAI BANKING CORPORATION, Hongkong, on and after that date.

JARDINE, MATHEWS & CO., General Agents.

Hongkong, June 29, 1885. 1034

HONGKONG, MONDAY, JUNE 29, 1885.

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cars & Passengers at through rates for NINGPO, CHEFOO, NEW CHENG, TIENTSIN, HANKOW and Parts on the YANGTZE.)

The Co's Steamship Antenor.

Captain BRAVO, will be

dispatched as above on

or about the 4th of July.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, June 29, 1885. 1090

SHIRE LINE OF STEAMERS.

FROM HAMBURG, ANTWERP, LONDON AND SINGAPORE.

TO HAMBURG, SAMARANG AND SORABAYA, VIA SAIGON AND SINGAPORE.

The Steamship Camorta.

Captain ORTEGA, will be

dispatched as above on

or about the 4th of July.

For Freight or Passage, apply to

JARDINE, MATHEWS & CO., Agents.

Hongkong, June 29, 1885. 1093

FROM HAMBURG, PENANG AND SINGAPORE.

TO HAMBURG, SAMARANG AND SORABAYA, VIA SAIGON AND SINGAPORE.

The S.S. Feronia, Capt. P. PAULSEN,

having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, at Wanchai, No. 3, behind the premises known as Blue Buildings, whence, and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-Morrow.

No Claims will be admitted after the 5th Proximo to subject to rent.

No Claims will be admitted after the 6th Proximo to subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & CO., Agents.

Hongkong, June 29, 1885. 1092

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF RIO DE JANEIRO will be despatched for San Francisco, via Yokohama, with the option of calling at Honolulu, on SATURDAY, the 11th July, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama, and other Japan Ports, via San Francisco, to Atlanica and Inland Cities of the United States, via Overland Railways to Havana, Trinidad, and Domingo, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

PROPOSALS for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 by a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBERG & CO., Agents, Hongkong & Canton.

Hongkong, January 4, 1887.

THE CHINA MAIL

A FATAL accident occurred to a stonemason named Lui Asam at Tai-hok-tsu yesterday morning. Death was caused by a large block of granite above him became detached and fell upon the unfortunate man, breaking his left thigh and inflicting other serious injuries which caused his death before he could be removed to hospital. An inquest was held upon the body of deceased at 3 p.m.—*N. C. D. News.*

SAYS the *Straits Times* of the 20th inst.:—We are informed that the late arrival in port this morning of the *Djennah* was due to slow sailing arising from the bad trimming of her cargo at Hongkong and the bottom being foul. If the latter is one of the principal reasons we can only express our surprise that a mail steamer which had lain up in port for some time should not have had her bottom cleaned before proceeding on mail service.

The *Singapore Free Press* says:—One of the forts will have to be reconstructed in stone, to substitute the heavier guns which are to be sent out to be placed in it, in accordance with the plans lately received from the War Office. It has been proposed to take advantage of this to try some experiments, of which all Europe will hear, if they come off. It has been suggested to have a sort of sham fight, and to let the fort with the guns it has now, pound away a certain number of shots at a dummy vessel and dummy boats (old sampans); and then to let the *Incincible* and *Careless* pound away at the fort, after the guns have been dismounted. All this would be done under certain conditions, previously laid down, so as to be as like the actual conditions of a real attack as possible. Dummy figures would be used, and for the first time probably, some real facts and certainly interesting results would be arrived at. The fort in question is situated in such a place that it can be done without danger, and it has to be reconstructed in a different way, as far as the foundations for the guns are concerned, the damage would probably amount to more than a very few dollars. Singapore is, perhaps, the only place where it can be done, and it would be a pity to lose such a good opportunity. We believe that the approval of the General and Admiral are required before it can be carried out, and if it comes off, as we hope it will, it will be a day's outing for Singapore, as there are points from which all can be seen in perfect safety.

RUETEN's telegram to the effect that the *Glenary* had passed the Canal was not correct at the time. She arrived in the Canal, this side of the late obstruction, at the time stated, but was detained till the obstruction was removed. The following telegram dated London 22nd June, 4.51 p.m., was received in Shanghai:—*Glenary* detained since nineteenth in consequence of block canal; fear two days before clear. Another telegram, dated 22nd, says, "Canal reopened yesterday."

M. E. Van Etvelde, who has for some time past held the post of Consul-General for Belgium in Boulogne, has been nominated by the King of the Belgians as Minister of Commerce and Foreign Affairs for the new Congo State. An Antwerp letter in the Brussels paper, *La Chronique*, says that M. Van Etvelde, who is a statesman of forty years of age, entered the consular service at this consulate in China, where he became thoroughly familiar with the Chinese language. His reports to the Belgian Government were remarkably able, and the good impression which they made upon his Government gained for him the appointment of Consul-General in British India. M. Van Etvelde, acting under the immediate orders of King Leopold, will sit at once on the political and administrative organisation of the new African State.

The issue of the *Straits Times* of the 20th instant contains the following:—We learn that the few cases of cholera which occurred last week in the Immigrant Depots were merely of a sporadic nature. So soon as the cases were reported, Dr Rowell caused the depots to be completely cleared out, sending the sick to the hospital and the healthy to the quarantine station on St. John's Island. The effect of these prompt and energetic measures is that the disease has so far, we believe, been completely stamped out.

The s.s. *Mercury* came into port on the 19th instant, having been delayed by being hoisted, it turned out that one case of cholera had occurred on board the vessel after leaving Penang. On the vessel's arrival at the quarantine anchorage, the patient was at once sent to St. John's, where also all the passengers were landed. A second case occurred among the crew on the night after her arrival. The vessel was then carefully disinfected, and on Thursday she was admitted to quarantine.

THREE more of the Shanghai policemen have left suddenly for the Colonies. They went away on Saturday morning by the *Oxus*. Two of the men were sergeants, who were promoted on the 1st of the present month, and they waited till they got the grade before they went away, so that it could not be said that they were undesirable characters. The third man, a constable, was also a man of good character. Their names are Tung, Stutey, and Bolton. The first came out with the last consignment of policemen, the other two were engaged here. Sergeant Stutey went on duty at midnight, and when he got to the Gardens, took off his uniform and hung it up on a bamboo, with the arms through a cross piece and the helmet on top. During the night, the native policeman on duty in the Gardens reported his beat to what he thought was the Sergeant, but on closer examination found only the officer's uniform. Bolton was not missed till Saturday afternoon. The force, in consequence of the last three detections, had now been reduced by twenty-three. Probably as long as the men consider themselves underpaid, there will be detections. The pay of the French police is as follows:—*Third Class Constable Ths. 35.*

The chartered French transport *La France* on arriving at Singapore on the 20th instant from Toulon was immediately put into quarantine, five deaths having occurred among her military passengers during the passage, from typhoid fever.

It is reported that Admiral Wu has impeached the Captain and chief engineer of one of the Chinese men-of-war at Chin-hai. It appears that during the admittance, these two officers visited the French ships, and now the Chinese Admiral says they held treasonable intercourse with the French.—*N. C. D. News.*

CAPTAIN Menzell, who established the regular emigration trade between Singapore and the Coronado coast ports in the *Meander*, has just taken command of the *Castle Eden*, a splendid steamer 300 feet long, 37 feet broad, and 27 feet deep, with a gross tonnage of 2,383, and a net 1,555, and carried on her last voyage from Penang to Singapore about 3,500 tons of coal. The *Castle Eden*, which is intended for the same trade, has accommodation between decks for 915 emigrants and 25 native saloon passengers, and is fitted throughout with the electric light. The Company which owns the *Castle Eden* has six more steamers ready to come out, and the French Government of Pondicherry has already agreed to subsidise them in the establishment of a line of steamers between the French possessions on the Coronado Coast and Tonquin, the project only awaiting the consent of the Singapore Government to fit it up. A second vessel, called the *Castle List*, is already expected. Captain Menzell, we are informed, is so popular in the emigration trade on the Coronado Coast that it was at the special request of the native merchants and passengers that he has re-established the line. Messrs Katz Brothers are the Singapore and Penang Agents.—*Straits Times.*

Dr Cameron sends some interesting figures to the *Standard* about the experiments in incubation for cholera recently made at Valencia. But after all, statistics in the mass, because they can be made to prove nothing; what an individual wants to convince him is to see an experiment for himself. Just as some of the doctors offered to swallow Dr Koch's bacilli, so the public wants to see some one offer himself for incubation. And this is exactly what the correspondent of the *New York Herald* has been doing on his countryman's behalf. That the proceeding really reflects some credit on his spirited delineation of the part, his "frivolity" and "trifles" being most amusing.

At the fall of the curtain after the last act, Mr Neil O'Brien, the Manager of the Company, came to the front, and in taking his farewell of the audience, for a time thanked the community for the patronage which had been bestowed upon the Company throughout their stay. He also returned his sincere thanks to the amateurs who had kindly given their assistance, to Mr George Grinable, who had on several occasions performed the duties of pianist, and to Bandmaster Kelly and the members

of his band, who had rendered most valuable assistance. The Company were now leaving for Shanghai and Japan but hoped to revisit the Colony about next October. They had only half exhausted their repertoire and would on their return be able to offer plenty of novelties.

The address was received with hearty applause.

The company have during their stay with us gained much more than the suffrages of the community; they have fully earned, by the excellence of their performances, a popularity which has not been achieved by any operatic or dramatic company in the colony for many years, and the good feeling displayed by the audience at the last performance may, we trust, be taken as a token that a warm welcome will be extended to the company upon their return to the Colony in the autumn. The company left for Shanghai yesterday by the s.s. *Glenary* detained since nineteenth in consequence of block canal; fear two days before clear. Another telegram, dated 22nd, says, "Canal reopened yesterday."

THE PORT OF ADEN.—A memorial has been presented to the Secretary of State for India begging him to direct that the work of deepening the inner harbour at Aden, so as to enable vessels of deep draught to enter, remain afloat, and leave at all states of the tide, shall be begun as soon as possible. It is pointed out that the work will be of the greatest service to Her Majesty's ships as well as to the mercantile marine, and that it is necessary to complement the new fortifications at Aden. There is, it is stated, a large balance at the credit of the Aden Port Fund, which would provide the dredging plant. The memorial is supported by every leading line of steamers trading through the Suez Canal as well as by private shipowners. The signatures appended to it represent steam tonnage to 1,500,000 tons. The signatures are too many to enumerate, being nearly 100 in number. Among them are the representatives of the Peninsular and Oriental Company, the British India Steam Navigation Company, the Orient Steam Navigation Company, Messrs. F. Green and Co., Messrs. Gellatly, Hankey, Sewell and Co., the Castle, Dredge, Glyn, and Co. Lines, Messrs. Munro, Wiggin and Co., Messrs. Augier, the New Zealand Shipping Company, the Persian Gulf Steamship Company, the Eastern Telegraph Company, the Pacific Steam Navigation Company, and Messrs. D. and G. Maelzer. The memorial was prepared and the signatures obtained by Messrs. Luke Thomas and Co. and Messrs. James Burness and Sons.

CORRESPONDENCE.

CORONER'S INQUESTS IN HONG-KONG.

To the *Editor of the CHINA MAIL*.
June 27th 1885.

SIR.—Anyone whose duties necessitate his attendance at the Coroners' Inquests held in this Colony must have been struck by the vagaries and irregularities which have recently been exhibited in the conduct of these inquiries by the present Coroner. Many instances of these strange freaks of fancy upon the part of the presiding official have already been communicated upon in your columns, and appear to have reached their climax a few weeks since when an enquiry was held and a verdict recorded without the indispensable form of viewing the body having been gone through by the jury. In England, and I presume the same regulations guide the Coroner in this Colony, such an omission would have invalidated the whole of the proceedings, and a fresh enquiry would have been ordered. A great deal is left to the discretion of the officer performing the duties of the post, but it is of course supposed that the power with which he is invested will be used for a certain amount of common sense and due regard to the rights and convenience of the jurors who give their time and services to the enquiry.

This delightful opera is so popular and well known that it is unnecessary to describe the plot. The piece was very well mounted and the dress's were tasteful and fully up to the mark.

As *Serpente*, the merry, mischievous,

village 'ne'er do well,' as well as in the rôle

of the upstart 'Marquise' of an hour,

Miss Eva Davenport was thoroughly at home, and achieved another triumph.

Her acting was most natural and spirited and her versatile talents have scarcely ever been

displayed to better advantage. The numerous songs which occur in this, as well as in other parts of this most melodious opera,

were rendered in the *prima donna* best

style, and brought forth rounds of applause and several encores from the audience, be-

sides a perfect shower of bouquets.

In the pretty song and chorus 'Just look at this

and look at that,' and the 'Cider' song, she

fairly brought down the house. In the

character of the 'Dame' and pretty 'Guru-

mine,' the adopted daughter of the old

man, Miss Florence Seymour

was also well suited

to her.

The applaus with which Miss

Seymour was greeted on her first ap-

pearance on the stage last night showed at once the popularity and favour which this lady had gained during her stay amongst us. Though not so finished or versatile an actress and vocalist as the *prima donna* of the company, her naive and pleasing manner of acting and her musical voice have rendered her a first favourite with the community, and on no occasion has she been

more pleasing in the representation of her part than last night. The pretty songs and airs which fell to her lot were rendered with taste and feeling and were more than once encored and also brought forth several beautiful bouquets from admiring listeners. As the three village maidens, Miss Carrie Hubert, Miss Blanche Thompson, and Miss F. D'Amato acted and sang their parts with grace and spirit. Mr Edward Farley made a fine rate *Marques de Corseille*, acting the part with dignity and precision, but he appeared to be in bad voice during the evening and his songs were not so well rendered as on many previous occasions. Mr Vernon Reid, as the fisherman, *Jean Grouiche*, scored a decided success. He was in splendid voice and he has scarcely been heard to better advantage than in the pretty solo 'That night I'll never forget.' Mr Neil O'Brien as *The Baitie*, has never acted better in Hongkong. The representation was really a fine piece of comedy acting from beginning to end. The rôle of *Gaspard*, the miser, was played by Mr F. M. Page, a gentleman who recently belonged to the branch of the Opera Company from which the 'Mascottes' separated on leaving Calcutta. This was owing to the continued indisposition of Mr Charles Tyrrell. Mr Page, had, we understand, a very short time during which to get up the part, and certainly gave a very fair representation of the character under the circumstances. Mr E. Scott, as *Gheorg*, the notary, came out of the *Meander* to this occasion and astonished all who had seen his previous performances by his spirited delineation of the part, his 'frivolity' and 'trifles' being most amusing.

At the fall of the curtain after the last act, Mr Neil O'Brien, the Manager of the Company, came to the front, and in taking his farewell of the audience, for a time thanked the community for the patronage which had been bestowed upon the Company throughout their stay. He also returned his sincere thanks to the amateurs who had kindly given their assistance, to Mr George Grinable, who had on several occasions performed the duties of pianist, and to Bandmaster Kelly and the members

of his band, who had rendered most valuable assistance. The Company were now leaving for Shanghai and Japan but hoped to revisit the Colony about next October. They had only half exhausted their repertoire and would on their return be able to offer plenty of novelties.

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THE DISTRESS IN KWANTUNG.
To the *Editor of the CHINA MAIL*.
29th June 1885.

SIR.—I write to inquire whether any

of the following

is being made

to relieve

the distress

in Kwantung.

Yours &c.,

POLICE REPORTER.

IN SUMMARY JURISDICTION.

A. MARSHAL, & W. ROSS.—\$639.44.—

JUDGMENT.

In this case the plaintiff claimed the sum

of \$639.44, the value of 60 casks of flour

alleged to have been landed damaged from

the *Benalder*. Defendant pleaded that the

damage was done through one of the ex-

empted barrels, and that he was expressly ex-

empted from liability under the terms of the

bill of lading. On the 15th instant, His Lord-

ship said he found that the casks had been

landed in damaged condition, and that

the damage was caused by bad storage, and

ordered the case to be re-heard with respect

to the damage.

At the trial, Mr Weddhouse finds it im-

possible to efficiently perform all the duties

of his multifarious offices, it is high time he

was relieved of one or more of them, both for

the good of the community and for his

own credit's sake.

At the trial, Mr Francis, instructed by

the plaintiff, and the Attorney-General

(Hon. E. L. O'Malley), instructed by Mr

Caldwell, for the defendant.

At the trial, Mr Francis, instructed by

the plaintiff, and the Attorney-General

(Hon. E. L. O'Malley), instructed by Mr

Caldwell, for the defendant.

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